



SEA-SHORE
It is rumored that the U. S. gunboat Concord will be here shortly en route to the China station. The little gunboat has threatened to visit Honolulu for some time and she will now doubtless carry out her design. The Asiatic fleet is to be both weakened and strengthened. The battleship Oregon is to be sent to the Coast for an overhauling. Admiral Sigsbee, with the flag-ship Brooklyn and the cruisers Chattanooga and Tacoma and another warship, is to visit the Mediterranean, and all but the Brooklyn and Tacoma are to leave the fleet at Suez and go on to Manila.

CHARGED WITH SMUGGLING COAL

TACOMA (Wash.), December 17.—Captain H. W. Burgess of the ship Abner Cohn is charged with smuggling coal from Newcastle, Australia, to Eagle Harbor by Frank Loftus, chief of the Custom-house inspectors, and Inspector Whaley. They found that on December 10th Burgess entered his ship at Port Townsend and that his manifest showed ballast and stores. When the inspectors went into the hold of the ship yesterday they found ten tons of coal in bulk, while 123 sacks were found on deck, where they had been placed apparently ready to be taken ashore. A number of these sacks had been sold to Hall Brothers, who were innocent purchasers. The inspectors say that they have evidence that Burgess offered coal for sale to several persons. The ship is liable to seizure and her master to prosecution for smuggling. Collector Ide will be notified of the facts and Captain Burgess will probably be given a hearing at once. The vessel is owned in San Francisco.

OF INTEREST TO MARINERS.

Office of U. S. Lighthouse Inspector, Twelfth District.

San Francisco, Cal., Dec. 9, 1905. Located in about 9 feet of water, on the southerly part of Southampton Shoal, northerly part of San Francisco Bay, and about 1.5 miles southerly of Point Richmond wharf and about 1.5 miles northeasterly from Point Campbell, Angel Island.

About December 28, 1905, a fixed white lantern light, illuminating the entire horizon, will be established in this station. The light will be 52 1-2 feet above the water.

The approximate geographic position of the light, as taken from Chart No. 5532 of the United States Coast and Geodetic Survey, will be: Latitude, north, 37 deg. 52 min. (51 sec.); longitude, west, 122 deg. 24 min. (00 sec.). The structure consists of eleven foundation cylinders carrying a platform supporting a square, two-story dwelling, with a pyramidal roof and dormers, surmounted by a cylindrical lantern. The platform also supports a lantern on the easterly side of the dwelling.

On the same date there will be established at the station a 2500-pound bell, to be struck by machinery, during thick or foggy weather, a double bell at alternate intervals of 5 seconds and 15 seconds.

On the same date Southampton Shoal Gas Buoy, moored on the southerly end of Southampton Shoal, northerly part of San Francisco Bay, will be permanently discontinued.

By order of the Lighthouse Board, H. T. MAYO, Commander, U. S. N.; Inspector, 12th Lighthouse District.

FERTILIZER SITUATION RELIEVED.

With the arrival of the British bark Dunfriesshire of Liverpool, Captain Taylor, from Leith, Christmas evening, with fertilizer for the Hawaiian Fertilizer Co., the threatened shortage of fertilizer was avoided. The bark left Leith, England, June 23 and experienced fine weather until the Horn was reached. There she had a terrible experience even for that stormy section of the ocean. Both on the Atlantic and the Pacific the bark struck light and variable winds which extended her trip from about four months to 185 days. The Dunfriesshire came into port about eight yesterday morning and is discharging her cargo of 1500 tons fertilizer and 500 tons general cargo at Railway Wharf No. 1. She carries a crew of 19 souls, all told.

MAUNA LOA'S REPORT.

The Kona-Kau liner arrived at 6:40 a. m. Christmas Day, leaving Lahaina at 12:47 that morning. She brought 5155 bags A. sugar, 1590 bags coffee, 247 bags taro, 62 bags beans, 49 bunches of bananas, 119 boxes oranges, 9 boxes chickens, 3 boxes turkeys, 47 pigs, 29 head cattle, 12 pigs butter, 732 packages sundries and 1 donkey.

Purser Friel reports 2500 bags of sugar at Punaluu and 300 at Honoapua. The weather was fine outward to Kau, but Saturday a blow made the sea choppy. The inward trip was through fine weather along the Kona coast. No rain in Kona or Kau.

Crossing the channels light trades were met.

The schr. Lavinia was seen off Kailua on Sunday afternoon.

DEATH OF CAPT. CALHOUN.

Captain George Calhoun, master of the bark George Curtis, formerly commanding the Ceylon, the Archer and the R. P. Rithet, died at San Francisco December 24. He was well-known here, having been in the Honolulu run most of the time for eleven years. Capt. Calhoun was born in Seattle 35 years ago and leaves a widow and several brothers and sisters. The news

THE OLD RELIABLE

ROYAL
BAKING
POWDER
Absolutely Pure
THERE IS NO SUBSTITUTE

was received by Castle & Cooke in a cable from San Francisco, Welch & Co., of San Francisco, Castle & Cooke and Brewer & Co., of Honolulu were Capt. Calhoun's employers.

SUGAR ON KAUAU.

The Ke Au Hou reported the following sugar list: K. S. M., 3000 bags; V. K., 700; Diamond W., 2300; M. A. K., 200; G. & R., 678; McB., 2200; Kolos, 1900; Kilauea, 2000; H. M., 1500; L. P., 520.

SHIPPING INTELLIGENCE.

ARRIVED.

Monday, December 25.
Stmr. Mauna Loa, Simerson, from Kona and Kau ports, 6:40 a. m.

Tuesday, December 26.

Br. bk. Dumfriesshire, Taylor, from Leith, 8 a. m.

Am. sp. Kenilworth, Colley, from Newcastle, 4 p. m.

Am. bk. Coronado, Porter, from San Francisco, 3:30 p. m.

Wednesday, December 27.

Stmr. Mikahala, Gregory, from Kauai ports, 5:55 a. m.

Thursday, December 28.

Stmr. Claudine, Parker, from Kahului, 5:30.

T. K. K. S. S. America Maru, Going, from the Orient, 8:30 a. m.

Stmr. J. A. Cummins, Searle, from Koolau ports, 5:25 p. m.

DEPARTED.

U. S. A. T. Buford, Hall, for Manila via Guam, 5 p. m.

Stmr. Kinau, Freeman, for Hilo and way ports, 12 m.

Stmr. Likelike, Naopala, for Maui county ports, 5 p. m.

Schr. Lady, for Koolau ports, at 11 a. m.

Schr. Chas. Levi Woodbury, Harris, for Honolulu and Hilo, 5 p. m.

Schr. Ka Mo, Wahine, for Honolulu and Kohala, 4 p. m.

Stmr. W. G. Hall, Haglund, for Kauai ports, 5 p. m.

Stmr. Noeau, Pederson, for Mahukona ports, 5 p. m.

U. S. C. Chicago, Badger, for San Francisco, 4:30 p. m.

Stmr. Ke Au Hou, Tullett, for Kauai ports, 5 p. m.

Sch. Levi C. Woodbury, Harris, for Hilo, 5 p. m.

Br. Cable S. S. Restorer, Combe, for San Francisco, 12:30 p. m.

T. K. K. S. S. America Maru, Going, for San Francisco, 1 p. m.

U. S. N. Aux. Saturn, Newell, for Midway Isle, 3 p. m.

Stmr. Mikahala, Gregory, for Kauai ports, 5 p. m.

Stmr. Helene, for Hamakua ports, 5:30 p. m.

PASSENGERS ARRIVED.

Per stmr. Mauna Loa, December 25, from Kau ports: Mrs. Iaukea, Miss E. Kauhane, W. A. Meyers, Dr. A. Vogler, Miss S. F. Latimer, from Kona, Judge J. A. Matthewsman, A. Paluna, Dr. E. S. Goodhue, Mr. Goodhue, G. Roenitz, from Maui ports, F. L. Webster, J. Cummings, C. Crowell, Miss L. Tallant and 31 deck.

Per stmr. Mikahala, Dec. 27, from Kauai ports—W. F. Wilson, G. N. Wilcox, G. Spencer, Rev. H. Isenberg, Miss Dunn, Miss Seghorn, G. H. Fairchild, Col. Spalding, Mrs. C. Christian, Miss K. Christian, A. Schleber, Rev. S. Hyen, Miss A. Needham, Ah Moo, wife and child; K. C. Lee, and 55 deck.

Per stmr. Claudine, December 28 from Maui ports—R. K. Kailua and wife, Miss B. Brehman, H. P. Baldwin, J. Popowski, wife and child, P. Cockett, P. C. Buzzell, Miss Borba, Miss A. Borba, Miss H. Moses, Miss Fleming, Miss Alken, D. B. Murdoch, T. G. Clark, Mrs. Ordway, Master Ordway, C. A. Macdonald, Father Thomas, Rev. S. Fujii, Rev. C. T. Chai, Mrs. G. G. Slona and 2 children, Miss P. Heen, Miss W. Jamieson, A. H. Crook, H. M. Wells, George S. Sea, Rev. Yamaguchi, Wing Kwal and 32 deck.

PASSENGERS DEPARTED.

Per stmr. Kinau, December 26, for Hilo and way ports—G. H. Robertson, George A. Brown and wife, C. A. Vickery, H. Jennings, D. D. Hendricks and wife, Mr. Terrill, James T. Taylor, Mrs. W. A. H. Connor, H. Doden, C. H. Brown, E. Mable, S. Perser, H. H. Monastes and wife, John T. Baker, J. Cummings, G. A. Cool, Joe Brito and wife and 3 children, Miss Allen Simpson, Miss Nora Holden, J. A. Scott and wife, D. H. Case, wife and child, Miss Davies, Miss K. Jannings, Miss Renwick, M. A. Rycroft, J. P. Mendonca, Miss Severance.

Per stmr. W. G. Hall, December 28.—For Nawiliwili: H. Muenden, Jno. H. Wilson, C. A. Rice and wife, Mrs. H. Isenberg, C. W. Hudson, H. E. Pickett, Miss Alice Oplu, Wo Chee, Hee Pat, A. L. Young and wife, Mrs. A. Silva, infant and Miss Silva (2), C. Ushorne, For Elele: G. E. H. Baker, For Koloa: Mrs. Bickford, Miss Grace.

Per stmr. Mikahala, December 28, For Elele—D. B. Murdoch, For Nawiliwili—Col. Spalding, Geo. H. Fairchild, Rev. Hans Isenberg, Geo. Munford, E. P. Chapin, M. Campbell, For Makaweli—H. Smith. Other ports—Miss Anna E. Polte.

WILL SPEND \$15,000 ON THE WAILAEALAE

The Tacoma Leader of December 12, says:

At the Old Town shipyards of Crawford & Held \$15,000 will be expended in rebuilding the steamer Wailaealae, which has arrived from Honolulu under command of Captain W. C. W. Renny, of Tacoma.

The alterations will consist of building new houses and installing quarters for a large number of passengers. The steamer was purchased in the Hawaiian Islands by Cook & Co. She will be placed on some route on the Sound but her run has not yet been announced. It will be two months before the trim little steamer is ready for service.

The steamer's net tonnage is 176 and for a number of years she has been used for freight and passengers between Hawaiian ports. She was built at Port Blakely eighteen years ago by Hall Brothers. She is a wooden vessel but good for many years' service yet. She came from Honolulu in twelve days. Her crew of fifteen was paid off at the shipping commissioner's office yesterday.

Prior to leaving Honolulu the steamer was subjected to a thorough fumigation on account of the prevalence of bubonic plague in the islands. For forty-eight hours she was full of sulphur fumes while her crew was kept at the quarantine station and their baggage fumigated.

Captain Renny says he enjoyed his trip thoroughly. While in the islands he met many old friends. He was sent from Tacoma to Honolulu to bring the Wailaealae back. The name is a combination of Hawaiian words, meaning "great waters."

MOORE'S FORECAST FOR YEAR 1906

LONDON, Dec. 16.—If "Old Moore's" predictions come true, 1906 will be a year of absorbing interest.

Some of the more remarkable prophecies are as follows:

January—A series of railway and shipping disasters.

February—Disasters to vessels of war and "large floating city."

March—Reduction in income tax; tax on "two-wheeled foot exercisers," presumably bicycles.

April—Removal of professional beggars from the streets; prominent statesman to die after "checked and somewhat stormy life."

May—World's peace congress; royal personage to die.

August—World-wide philanthropist to die.

September—Home rule for England, Ireland and Scotland.

November—"Social upheaval" in Turkey.

December—New newspaper, which will absorb four derelict ones.

In an interview yesterday "Old Moore" claimed to be highly satisfied with the accuracy of his predictions for 1905. "Our greatest triumph," he said, "was in July, when I said in my prophecy:

"A disaster is foreshadowed to a large vessel—warship would seem to be indicated—flying the Stars and Stripes."

"The explosion on the United States gunboat Bennington was a remarkable fulfillment. Then, again—in July—I predicted the majority of four by which the Government were defeated."

"For this month I foretold the Countess of Sirewbury's action by saying that a case at the law courts would cause much washing of aristocratic linen in public."

CHRISTMAS AT HANA.

The Claudine arrived on time yesterday as usual, 5:31 a. m., leaving Lahaina at 9:51 Wednesday. She carried the Hilo and Lahaina mail arriving there at 5:40 a. m. Sunday and left again at 7:22 for Hana which port was reached 3:51 that afternoon, where the boat lay over for Christmas.

On Christmas there was a horse race, a baseball game ending 16-9 in favor of the plantation team who played against the steamer nine. There was also a donkey race which was won by Mate Geo. Townsend of the Claudine, formerly captain of the Eclipse. These laurels helped to remove the chagrin of the sea dogs at being beaten at baseball by the land lubbers. Altogether a most enjoyable Christmas was spent.

Chas. A. Kipling, the genial purser of the Maui liner, reports that an attempt was made to land at Keanae, but there was too heavy a swell to suit the consignees. Whether good until Tuesday when a heavy easterly swell ran up.

The Claudine freight list includes 64 sacks of corn, 20 sacks of potatoes, 56 sacks of taro, 20 kegs of nails, 56 boxes, 72 packages of bottles and 138 packages of sundries.

THE KENILWORTH.

The ship Kenilworth of New York arrived from Newcastle with 3600 tons of coal at 2 p. m. Christmas Day. Captain Corley spoke nothing except the New Zealand dispatch boat Tatuaki searching for a dismantled ship off the New Zealand coast, 33.24 S. 168.51 E. Otherwise the trip was uneventful and was made in fifty days. The Kenilworth is docked at Railroad Wharf No. 2. Upon discharging her cargo, she will load sugar for Delaware breakwater. Castle & Cooke, Ltd., are her agents. She has a crew of 20 souls, all told.

CAPT. SMITH SUICIDED.

According to the Japan Gazette of the 16th, it appears that Captain J. Tremaine Smith of the Siberia, whose death was reported in these columns some time since, died by his own hand, probably on account of domestic troubles. He cut his throat.

THEY ALL HAD A PLEASANT TIME

A good supper was given last night by Mr. and Mrs. Eben P. Low, at their Pawaia home, in honor of Mr. and Mrs. John McGuire.

Among those present were: Mr. and Mrs. John McGuire, Col. and Mrs. Sam Parker, Prince and Princess Kawanakoa, Mr. and Mrs. H. Macfarlane, Judge Lindsay, Mrs. Captain Robert Parker, Mr. and Mrs. Paul Jarrett, Mrs. C. L. Wright, Mrs. G. C. Beckley, Mrs. Caroline J. Robinson, Mr. and Mrs. J. F. Lowe, Godfrey Brown, Mr. and Mrs. J. A. Magoon, Mr. and Mrs. J. H. and Mrs. P. White.

The house was tastefully decorated with flowers and ferns. The menu consisted entirely of Hawaiian delicacies, cooked after the custom of the land.

Colonel Parker acted as toastmaster and scored his customary success as an entertainer.

The long life, happiness and prosperity of newly married guests of honor, was enthusiastically drunk.

The naval auxiliary Saturn which sailed for Midway Islands yesterday afternoon is the only vessel of her kind on the Pacific coast. Captain Newell talked very interestingly of the matter on board his ship yesterday.

The Saturn is the old name of the boat when she was the property of the Boston Towboat Co. from whom she was purchased by the Navy department. She was built in 1892, and is fitted to carry supplies and stores for the warships of the fleet. She does not usually carry ammunition or ordnance as the war vessels themselves are supplied with sufficient space for such cargo. Occasionally the auxiliaries do carry such freight but only for short runs.

The naval auxiliary is a new thing in the American navy and dates back only to the Spanish-American war. The experiment was then tried and it was found to be so successful that the boats have been kept in the service. On the Atlantic Coast there are five or six of these auxiliaries and they are kept going all the time. There are navy coaling stations at Bar Harbor, Portsmouth, Boston, Narragansett and New London and then there are no more until Port Royal, S. C., is reached. Key West and Pensacola also have coaling stations which are supplied from the auxiliaries.

Whenever it is cheaper to send coal by one of these boats than by rail or merchant vessel, an auxiliary is used. Such vessels also carry the stores for the ships in the neighborhood of the coaling stations and as soon as they have unloaded they are sent back for more. As there are three squadrons in the North Atlantic fleet, it keeps these little boats busy.

The auxiliaries are fitted for coaling at sea, but in actual practice this is seldom done. When it is done, the warship takes the auxiliary in tow and a wire cable is fastened to both vessels and the coal is transferred in much the same manner that is used on the plantations on Hawaii for transporting sugar to vessels lying off the landing or to bring freight from them to the shore. On the cable runs a carrier on wheels to which is attached a lighter cable used to pull the carrier back and forth.

The proposition is much more inconvenient at sea, however, than when one end of the cable is fixed on land, for the elevation of the respective vessels is constantly changing, one being sometime in the trough of the sea while the other is on the crest of a wave. If a heavy sea is rolling, it is easy to see that sometimes the relative positions of the vessels may change as to elevation while the load of coal is in transit and it may be sent flying back to the ship from which it came. Another bad feature about the matter is that it is almost impossible to keep the proper strain on the cable. This strain does not want to be too great nor does the cable want to be too slack and, although the warship steams ahead at about four or five knots when coaling at sea, the strain on the cable is almost unmanageable quantity. The result is that while "coaling at sea" sounds nice and is a possibility, the loss of coal and the slow means of transferring the fuel makes it hardly a practicable proposition except under great stress of circumstances.

In time of war, the Admiral orders the auxiliaries to rendezvous at a convenient point where they unload their stores and return home for more, again meeting the fleet at the fixed rendezvous. In case of battle, the auxiliaries remain in the rear as they are not intended for either fighting or fleeing purposes. They are not to be confounded with the auxiliary cruisers, the latter being merchant ships of very fast steaming speed that can be employed as scouts, which the auxiliaries proper can not, as they are not much faster than a sailing vessel.

AMERICA MARU ARRIVES.

The Toyo Kisen Kaisha steamer America Maru, formerly a Japanese auxiliary cruiser, came and went in a hurry yesterday. It was all on account of a big consignment of silk which is being rushed to New York in competition with a similar shipment for that city, shipped by the Empress of Japan via the Sound. Each boat has 1200 bales of silk valued at close on to a million of dollars and the transcontinental freight lines will rush both shipments east by special trains as soon as they arrive on American soil.

For that reason the America Maru took very little freight for Honolulu, 150 tons. She arrived in port about 8:30 a. m. and departed again promptly at 1 p. m. She is expected to arrive in San Francisco two days ahead of schedule.

Among the passengers brought by the vessel for Honolulu is Corporal O. Takamoto of the Japanese Red Cross corps, who was severely wounded in one of the battles around Mukden and had to be sent home. He will go to work on a plantation here. He spoke in the highest praise of the bravery of both Russian and Japanese troops and of the Red Cross corps to which he belonged. His duty was first aid to the wounded and he had to be out in the open field. Hence his wound. Stated that he is, he made light of his own wound and preferred to talk of those of others, their privations and sufferings.

one of the battles around Mukden and had to be sent home. He will go to work on a plantation here. He spoke in the highest praise of the bravery of both Russian and Japanese troops and of the Red Cross corps to which he belonged. His duty was first aid to the wounded and he had to be out in the open field. Hence his wound. Stated that he is, he made light of his own wound and preferred to talk of those of others, their privations and sufferings.

WATERFRONT IMPROVEMENTS.

Somebody has installed a brand-new sprinkler on the waterfront that should be patented. It consists of a long pipe perforated in two or three places every inch or so and consequently throws a stream over the entire surface of the plots of ground which Secretary Atkinson ordered planted with grass and trees along the waterfront.

The improved condition of the waterfront due to these grassed and curbed plots of ground is being remarked upon by tourists who have seen Honolulu's waterfront when it was not a thing of beauty and a joy forever, by any means. The road are well oiled and everything looks fifty per cent. better than it did a few weeks ago, before the improvements were installed.

NEVADAN SAILS FOR HONOLULU

Cable advices received from San Francisco yesterday afternoon by Percy Morse, general freight agent of the American Hawaiian steamship line state that their steamer Nevada sailed from that port at three o'clock yesterday for Honolulu direct with 2000 tons of cargo for Honolulu and 500 tons for Kahului.

She also carries five days' mail for Hawaiian post offices. The Nevada, according to the cable, is to be looked for about January fourth, which means that she will make good time en route. If she arrives on the fourth, it will probably be late in the afternoon or during the evening.

INTER-ISLAND SAILINGS.

The Inter-Island fleet, said President James A. Kennedy, yesterday, will sail on much the same schedule next week as it did this. That is, the Likelike will not sail until five o'clock Tuesday instead of noon. The Kinau will leave at the usual hour Tuesday. And the Hall the same, 5 p. m.

The W. G. Hall is expected back tomorrow with a heavy load of sugar, which will be one day ahead of time. The Ke Au Hou will be in Sunday, if she arrives when she is expected. The Kaula is also expected back from Hawaii ports on Sunday morning.

The Maui will next week go to the marine railway for her regular overhauling.

One Cold and Another

The season's first cold may be slight—may yield to early treatment, but the next cold will hang on longer; it will be more troublesome, too. Unnecessary to take chances on that second one. Scott's Emulsion is a preventive as well as a cure. Take

SCOTT'S EMULSION

when colds abound and you'll have no cold. Take it when the cold is contracted and it checks inflammation, heals the membranes of the throat and lungs and drives the cold out.

Send for free sample.

SCOTT & BOWNE, Chemists

409-415 Pearl Street, New York

50c. and \$1.00. - - - All druggists

MORTGAGEE'S NOTICE OF INTENTION OF FORECLOSURE AND OF SALE.

Notice is hereby given that pursuant to the power of sale contained in that certain mortgage dated September 9, 1902, made by RAYMOND REYES, Guardian of the person and estate of DAVID CALLIHAN, a minor, of Honolulu, Territory of Hawaii, Mortgagee, to JULIA EDWARDS, Mortgagee, which said mortgage is recorded in the Office of the Registrar of Conveyances in said Honolulu, in Liber 237, on pages 270-272, inclusive, the said Mortgagee intends to foreclose said mortgage for condition broken, to wit, the non-payment of principal and interest when due.

Notice is likewise given that the property conveyed by said mortgage will be sold at public auction at the auction rooms of J. F. Morgan, on Kaahumanu Street in said Honolulu, on Saturday, January 29, 1906, at 12 o'clock noon of said day.

The property conveyed by said mortgage and which will be sold as aforesaid is all that piece or parcel of land situate in said Honolulu, containing an area of 5880 square feet, and being Lot No. 5 of the subdivision of the Machado (King Street) property as the same is designated and described in deed of partition dated the 15th day of April, 1902, executed by W. A. Wall, Commissioner, in the matter of the partition suit of Raymond Reyes, et al., vs. David Callihan, et al., Equity Suit No. 1145, the said premises being a portion of the land described in R. P. No. 4423, L. C. A. 605, Apana 1, together with all the rights, easements, privileges and appurtenances thereunto belonging.

Terms cash, United States Gold Coin.

Deeds at expense of purchaser to be prepared by the attorneys for said Mortgagee.

For further particulars apply to Smith & Lewis, attorneys for said Mortgagee.

Dated Honolulu, Territory of Hawaii, December 22, 1905.

JULIA EDWARDS, Said Mortgagee.

2758—Dec. 26, 29, 1905; Jan. 2, 5, 9, 12, 16, 19, 1906.

MORTGAGEE'S NOTICE OF INTENTION OF FORECLOSURE AND OF SALE.

Notice is hereby given that pursuant to the power of sale contained in that certain mortgage dated August 26, 1902, made by MARY REYES, wife of Raymond Reyes, and the said RAYMOND REYES, of Honolulu, Territory of Hawaii, Mortgagees, to JULIA EDWARDS, Mortgagee, which said mortgage is recorded in the Office of the Registrar of Conveyances in said Honolulu, in Liber 236 on pages 377-380, inclusive, the said Mortgagee intends to foreclose said mortgage for condition broken, to wit, the non-payment of principal and interest when due.

Notice is likewise given that the property conveyed by said mortgage will be sold at public auction at the auction rooms of J. F. Morgan on Kaahumanu Street in said Honolulu, on Saturday, January 20, 1906, at 12 o'clock noon of said day.

The property conveyed by said mortgage and which will be sold as aforesaid is all of the following pieces or parcels of land situate in said Honolulu, being Lots Nos. 1, 2 and 3 of the subdivision of the Machado (King Street) property as the same are designated and described in deeds of partition dated the 15th day of April, 1902, executed by W. A. Wall, Commissioner, in the matter of the partition suit of Raymond Reyes, et al., vs. David Callihan, et al., Equity Suit No. 1145, the said premises being portions of the land described in Royal Patent No. 4423, L. C. A. No. 605, Apana 1, and containing 7340 square feet, 8180 square feet, and 4382 square feet respectively, excepting therefrom, however, strip on King Street proposed to be taken at the date of said mortgage for widening of said King Street, together with all the rights, easements, privileges and appurtenances thereunto belonging.